PRESCOTT MANUFACTURING CO.,

SOLE MANUFACTURERS OF THE

PRESCOTT DOOR HANGERS

FOR

HOUSE, BARN, DEPOT OR SHED DOORS.

61 & 63 OLIVER AND 37 & 39 WENDELL STREETS,

BOSTON, MASS.

SEE LIST OF WHOLESALE AGENTS ON PAGE 22.

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TDCAT 1887
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To the Trade.

It has been the aim of the Prescott Manufacturing Co. to manufacture and furnish a Door Hanger that, for cheapness, general utility, ease of movement, freedom from noise and from liability to get out of repair, would commend itself to every owner of a building in which there is a sliding door. To attain this result, we have confined our attention exclusively to this line of goods. Having recently enlarged our factory and fitted it with the latest improved machinery, we are now prepared to fill promptly any order that may be entrusted to us.

The large increase in our business and the high testimonials which we have received, convince us that as our hangers become known their adoption will surely follow.

We would call the attention of the Western trade to the fact that a full line of all our regular goods can be found at any of our Western Agencies, and all orders will be filled immediately.

Asking your favorable consideration of this work, thanking you for many past favors, and trusting to merit a continuance of same, we remain,

Very truly yours,

THE PRESCOTT MANUFACTURING CO.,

61 & 63 Oliver Street, Boston, Mass.

F. V. PARKER, President. MILTON GALE, Sec'y and Treas.

October 1, 1887.

READ TESTIMONIALS ON PAGES 18 TO 21.

RULES FOR ORDERING TRUSS HANGERS.

Truss Hangers must be as long as required movement of door, and for very heavy doors larger sizes will work easier.

The longer the Hanger in proportion to width of door, the easier it will move.

When ordering be careful to state exact width and hight of doorway and thickness of door, also whether single or double door and approximate weight.

When doors are too heavy for length of Hanger required, and not high enough to permit of next size being used, special Hangers will be made to order at slightly increased cost.

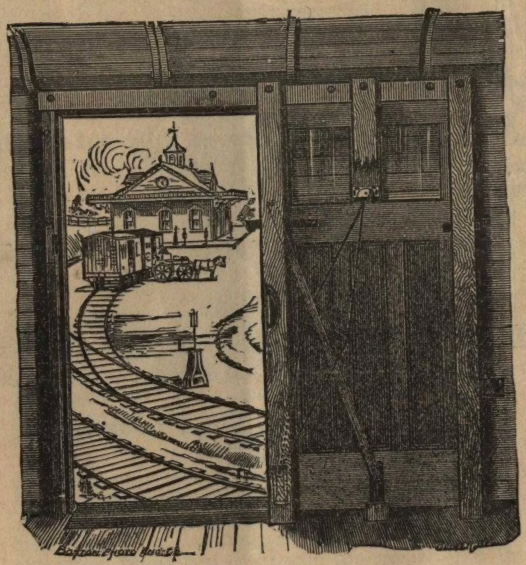
PRICE LIST OF TRUSS HANGERS.

Length of Hangers.	Width of Door Moved.	Space for Hangers.	Size Post Required.	Price.	Length of Hangers.	Width of Door Moved.	Space for Hanger	Size Post Required.	Price.
3 feet.	3 feet.	1½ inches	2 x 5	$2.25	9 feet	9 feet	2¾ inches	3 x 8	$ 7.50
4 "	4 "	1¾ "	2 x 6	3.00	9½ "	9½ "	2¾ "	3 x 8	8.25
5 "	5 "	2 "	2 x 7	3.50	10 "	10 "	3 "	4 x 8	9.00
6 "	6 "	2¼ "	3 x 6	4.25	10½ "	10½ "	3 "	4 x 8	10.00
6½ "	6½ "	2¼ "	3 x 6	4.50	11 "	11 "	3¼ "	4 x 8	10.75
7 "	7 "	2½ "	3 x 6	5.00	11½ "	11½ "	3¼ "	4 x 8	11.50
7½ "	7½ "	2½ "	3 x 6	5.25	12 "	12 "	3½ "	4 x 8	12.50
8 "	8 "	2½ "	3 x 8	6.00	12½ "	12½ "	3½ "	4 x 8	
8½ "	8½ "	2½ "	3 x 8	6.50					

TRUSS HANGERS MUST BE AS LONG AS MOVEMENT OF DOOR.

TRUSS HANGERS,

FOR BAGGAGE CAR DOORS.



This cut represents our Truss Hanger as applied to Baggage Car Doors. They are applied in same manner as to larger doors to run inside of building. See Truss Directions. The following letter is self-explanatory:

SALEM, Dec. 20, 1882.

THE PRESCOTT MANUF'G CO.:

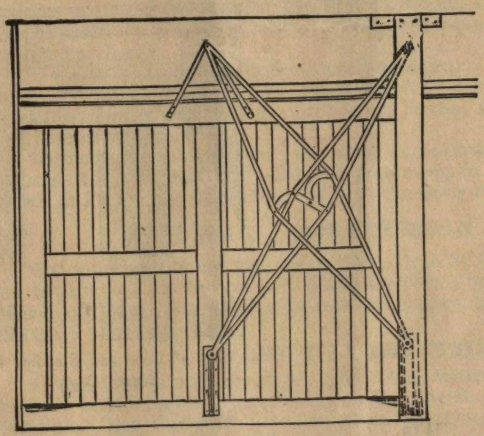
Gentlemen:—I have had 20 of your Patent Door Hangers on our best *Baggage Cars* for the past two years. They have had no repairs since applied, and are in perfect order to-day. I consider them a complete Door Hanger, and find they are preferred to any other by the men who use them. I therefore take pleasure in recommending them to all master car builders.

Truly yours,

J. D. BILLINGS,

Mast. Car Builder, Eastern R. R.

The instructions how to order Truss Hangers will apply to Car Door Hangers.



Truss Hangers

With Extension Brackets, for Inside Sliding Doors, Wider than they are High.

The Extension Brackets are made of various sizes, designed to lap on the door five or six inches for fastening, and extending *above the top at least two inches* more than the *length* of the Hanger exceeds the *hight* of door.

When doors are wider than they are high there must be a space overhead of one and one-half inches more than extent of bracket above door.

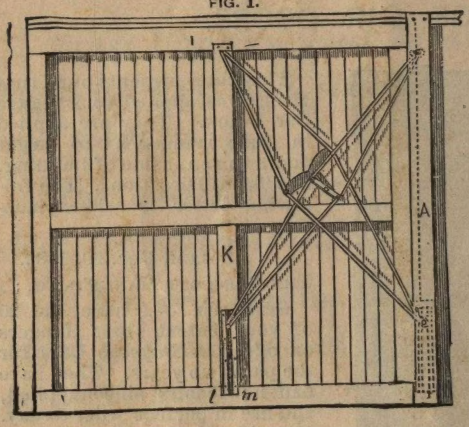
PRICE LIST OF EXTENSION BRACKETS.

No.	LENGTH ABOVE DOOR.	PRICE.	WHAT USED FOR.
1	8 inches.	30 cents.	On Door 6 inches wider than hight.
2	14 "	35 "	" " 12 " " " "
3	20 "	40 "	" " 18 " " " "
4	26 "	45 "	" " 24 " " " "
5	32 "	50 "	" " 30 " " " "
6	38 "	55 "	" " 36 " " " "

TRUSS HANGER.

(DOOR CLOSED.)

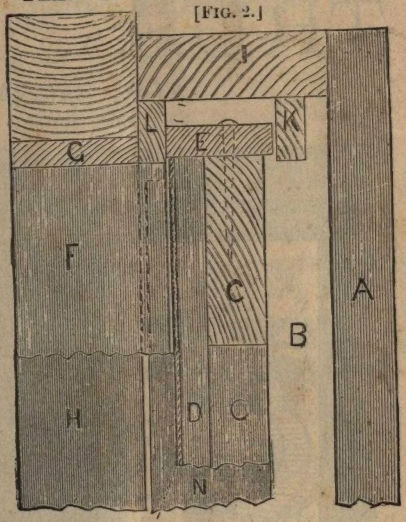
FIG. 1.



A—Post to which the hanger is connected.
B—Space for hanger.
DCC—Door.
E—Guide.
F—Jamb casing.

PLAN OF DOOR AND STUDDING.

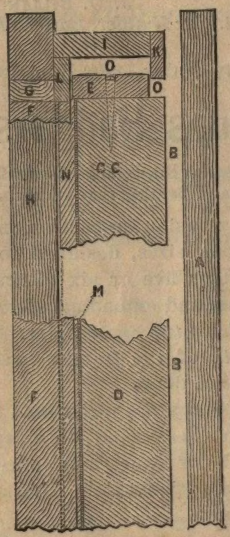
[FIG. 2.]



VIEW FROM DOORWAY.

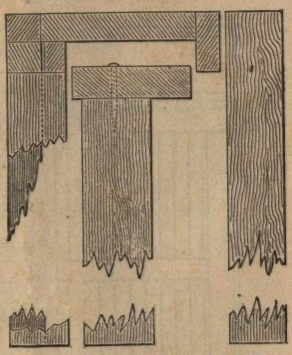
G—Top casing.
H—Studding.
M—Ribbon to prevent chafing.
N—Piece on back edge of door.
ILK—The Groove.

[FIG. 3.]



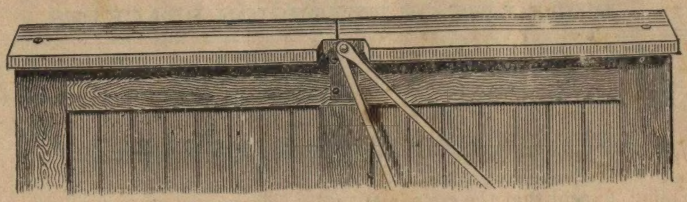
Plan of Door and Studding where Bracket is used. See page 2.

[FIG. 4.]



Plan of Door and Studding for Square Door.

[FIG. 5.]



Side Elevation, showing method of applying to Square Doors.

Directions for Applying the Truss Hangers.

If doors are to run inside a building a post will be required to attach the hanger to, which must be set as follows: place the door as it will be when *closed*, raise it from floor about 3-8 of an inch; have that edge of post toward doorway plumb, leaving space enough between the door and post for the hanger to work; secure it firmly; be sure it is *not* twisting and *is in line with the door*.

A groove is also required over top of door which must be in length *double* the *width* of door, and in "placing door as it will be when closed" allowance must be made for thickness of groove on the side between door and wall of building. For full instructions relating to groove see below.

APPLYING THE HANGER.

Before securing the post, place the hangers on that side of the post toward the door with the pulley below and toward the post, and so that the hangers will be at proper hight when post is set up. For doors 11 feet high or less let it be about half-way, for higher ones let it be a little nearer the bottom than the top.

Make a mark (**B**, Fig. 4) at the lower edge of the truck also at **D** where the stud in the upper end of the hanger comes. *If the post is sprung put the crowning side away from the door.* Place the guide bars 1-4 inch away from that edge nearest the doorway (see fig. 4) and the upper part of the notch on the mark **B** and cut a mortise 1-2 inch wider than the distance between the bars, and 5-8 inch deep. Be sure the pulley will move freely and not touch the wood. Let the cross-piece in flush; fasten them with 1 1-2 inch or No. 11 or 12 screws.

Make upper connection with post. Sink the socket into the post, *flush*, with its centre at point **D** (Fig. 4), which should be 1-4 inch nearer the doorway than the centre of the slot below. This will cause the door to be higher when open than when closed.

The above can be easily done with an augur. If a post is up and cannot be taken down to make the connections, make them as described to two pieces of 2-inch plank, and slide them edgewise into notches cut in that face of the post toward the wall, and fasten them securely.

Connect the Hanger with the door as follows: Enter the pulley of the Hanger in the slot in the post, and hook the upper end to the socket (**D**, Fig. 4); spread it as shown in Figs 1 and 3, and secure it to the door by the box.

LOWER CONNECTION WITH DOOR.

Cut a perpendicular groove in the middle of lower part of door, 3-8 inch deep and one inch wide, and put on bars **l** and **m** (see Fig. 1) with the stud between them and washer outside. Give the stud but little play, not over 1-32; fasten with 3-4 No. 12 screws.

TO PLUMB THE DOOR.

If the door is not even with the casing, when closed, move the box (**I**, Fig. 1) on the door to the right or left, as may be required. TO RUN THE DOOR HIGHER, LOWER THE BOX. See that the door has room to rise as it opens (it is highest when half-way), and 1-2 inch or more besides.

TO HANG DOORS TO RUN OUTSIDE.

1st. Put on the casings *plumb*, and the cap *level*, with their faces *straight* and flush with each other. Let the cap extend as far as the door will move.

If there is but one door, make that casing to which it is to be hung as much wider than the other as the extra lap required on that side.

Connect the Hanger with the Building. Read the directions for inside doors for connecting with the post, and make the connections in the same way to the casing, except that the connections should be in the same vertical line.

TO MAKE THE GROOVE AND GUIDE FOR DOORS.

TO MAKE THE GROOVE. First—Put up the top casing and piece **L** (Fig. 2), which shows in cross-section the upper corner of that side of the doorway to which the Hanger is connected.

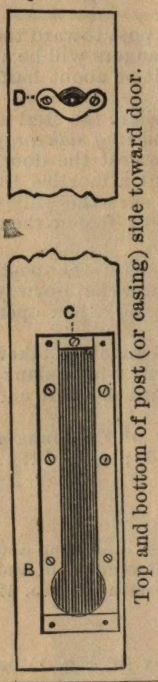
Second—Let the jamb-casing, **F**, project inward 7-8 of an inch, or equal to the thickness of **L**. **I**, **K** and **L** should extend as far as the door is to move. **K** and **L**, at least, should be smooth. Do not nail **K** until the door is hung. **L** should be 1 3-4 inch wide for 3 feet and 2 3-4 for 12 feet doors, and other sizes in proportion.

Third—If either end of threshold is higher, let it be that end farther from the Hanger. If two doors meet in the centre have the floor level or slightly crowning, and cut the bottom of the doors to fit.

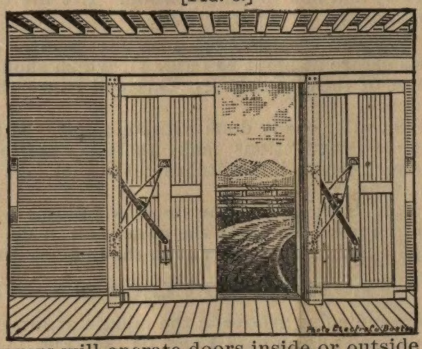
Fourth—Make the door. Fig. 1 shows the best way to arrange the frame for a square door, and Fig. 3 for tall, narrow doors. When any piece of the frame meets the centre of any other piece, make a butt joint or *shoal* mortise. *Don't halve them together*, as this weakens the frame where strength is wanted.

THE GUIDE. Put the Guide on the top of the Door. (See **E**, Fig. 2.) It is simply a strip of board on the top of the door, one inch thick, of *uniform* width, as long as the door is wide, and fastened by two 4-inch spikes (or long screws, one near each end) driven through in the guide and into the frame of the door; then saw it apart in the centre, and (if the door is very wide) nearly apart in two other places, so that it will not spring edgewise. Its width depends upon the size of the door. It should be from 1-4 to 1 inch wider than the total thickness of the door, and overhang to an equal extent both ways; then if the door warps out or in it will not bind in the groove. As the guide must overhang most on widest doors, of course there will be more or less of an opening between the face of the door and the jamb-casing; so nail a perpendicular piece (see **M**, Fig. 2) that is a little less in thickness than the overhang of the guide, and about 1 1-4 inch wide, to the face of the sheathing, to fill this opening when the door is closed.

[FIG. 4.]



INSIDE VIEW.
[FIG. 3.]



Truss Hangers will operate doors inside or outside of buildings, but should always be attached to inner side of door.

Sizes above 6 1-2 feet long are made with double truss, as in Fig. 1.

These Hangers will not work inverted.

TESTIMONIALS.

PHILADELPHIA, June 9, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—In answer to yours of 31st ult. we take pleasure in saying your Hangers used by us have proved *most satisfactory*. We remain,

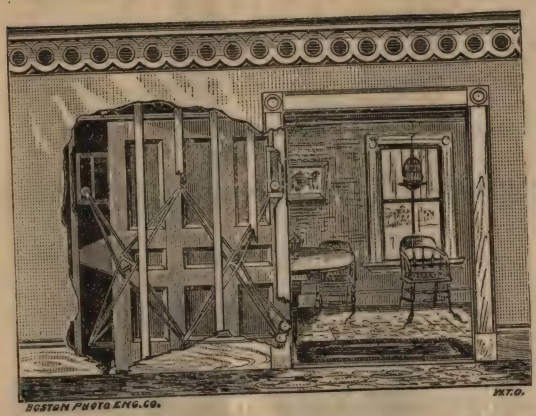
Very truly, HAZELHURST & HUCKEL, Architects.

OFFICE OF THE BOSTON RUBBER SHOE CO.,
NO. 175 CONGRESS STREET, BOSTON, Dec. 9, 1880.

Dear Mr. Prescott—This is a very, very nice arrangement for sliding doors; it works to a charm on my stable, and I am thankful I happened to see it.

Yours truly, E. S. CONVERSE.

COMPOUND HANGERS.



This cut illustrates the Compound Hanger, which is for doors *too wide in proportion* to their *hight* to admit of the use of the Brace Hanger. The application to stud and door is same as with the Brace, but more space is required for the Hanger.

A plank at least eight inches wide, and $\frac{3}{8}$ thicker than door, *must be* attached to back edge of door, and secured by lag screws, and hanger secured to the plank

Make the pocket ten inches deeper than width of door for doors more than five feet wide, and allow space in one side for Hanger of not less than $1\frac{1}{2}$ inches. For extra heavy doors special prices will be furnished on application.

PRICE LIST OF COMPOUND HANGERS.

Length Hanger Over All.	Move Door.	Move Door.	Depth of Pocket More than Width of Door.	Total Width of Pocket More than Thickness of Door.	Price.
5 feet 9 inches.	5 feet wide.	8 feet high.	10 inches.	$2\frac{1}{2}$ inches.	$10.00
6 " 9 "	6 " "	10 " "	10 "	$2\frac{1}{2}$ "	12.00
7 " 11 "	7 " "	12 " "	10 "	$2\frac{1}{2}$ "	14.00
9 " 3 "	8 " "	14 " "	12 "	$2\frac{3}{4}$ "	16.00

Always state whether doors are right or left hand. In opening doors, right hand move to the right, and left hand to the left, when facing that side of door over which Hanger moves.

TESTIMONIALS.

PHILADELPHIA, May 28, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen — It affords me great pleasure in recommending to the public the Prescott Hangers for sliding doors; I have been using them extensively in buildings designed by me, and I have yet to hear the first complaint.

Respectfully yours, J. F. STUCKERT, Architect.

BALTIMORE, June 29, 1883.

Messrs. F. H. DAVIDSON & CO., Agents Prescott Mfg. Co.:

Gentlemen — After examination of model of the Prescott Door Hangers, which was sent to me, I have been so much pleased with it that I have specified their use in several buildings now in course of erection, and shall use them in preference to the old style of hanging sheaves and rollers, in all works hereafter coming under my charge.

Very respectfully, E. F. BALDWIN, Architect.

PENNSYLVANIA RAILROAD CO., PHILADLPHIA, May 9, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen — I am using your Door Hangers, and they give *entire satisfaction;* shall use them in preference to all others.

Respectfully, W. M. WEBB, Foreman of Carpenters.

THE BRACE HANGER

FOR INSIDE DOORS,

USED PRINCIPALLY IN

RESIDENCES, HOTELS, CHURCHES AND PUBLIC BUILDINGS.

A COMPLETE REVOLUTION IN MANNER OF HANGING SLIDING DOORS.

RULES FOR ORDERING BRACE HANGERS.

State width, height and thickness of doors, whether hard wood or pine, and whether right or left hand.

BRACE HANGERS ARE MADE RIGHT AND LEFT HAND.

In opening doors right hand move to the right, and left hand to the left, when facing that side of door over which Hanger moves.

The door must always be at least one inch longer than the Hanger.

If doors are very heavy use Hangers one or more sizes larger than given in table.

DOORS, EITHER PINE OR VENEERED, not over—

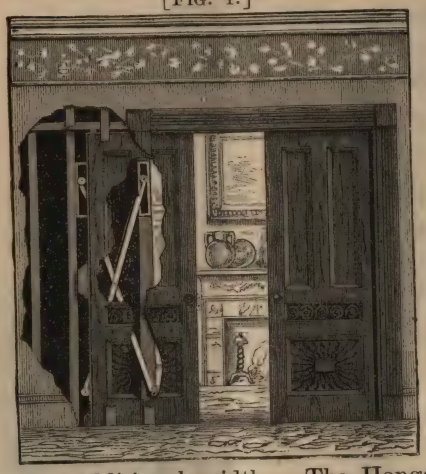
WIDTH OF DOOR.	HEIGHT OF DOOR.	LENGTH OF HANGER OVER ALL.	SPACE FOR HANGERS.	DEPTH OF POCKET MORE THAN WIDTH.	REQUIRE.	PRICE.
2 feet 6 in.	8 feet 6 in.	5 feet 1 in.	1⅛ inch.	3 inches.	No. 1	$3.25
3 "	9 "	5 " 10 "	1¼ "	3 "	" 2	4.25
3 " 6 "	9 "	6 " 7 "	1¼ "	3 "	" 3	5.25
4 "	9 "	7 " 4 "	1⅜ "	4 "	" 4	6.25
4 "	10 "	7 " 4 "	1½ "	4 "	" 4 Improv'd	6.75
4 " 6 "	10 "	8 " 2 "	1⅝ "	4 "	No. 5	7.50
5 "	10 "	8 " 11 "	1¾ "	4½ "	" 6	8.50
5 " 6 "	12 "	9 " 8 "	2 "	4½ "	" 7	9.50
6 "	12 "	10 " 5 "	2¼ "	4½ "	" 8	10 50

For extra heavy doors of above sizes, or doors with heavy glass panels, special prices should be obtained.

Above prices subject to change without notice.

Directions for Applying the Brace Hanger, and Setting Studs for Double Partition.

[FIG. 1.]



This Hanger differs from others in our catalogue in that it is particularly adapted for use on house doors, and is entirely concealed from view. When setting studs for double partitions observe the following:

1.—Width of Pocket between studs: To total thickness of door, allowing for a chafing-bead to be applied on back edge (see J. C., Fig. 2), which should be at least 3-16 inch in excess of surface of door and moulding, add 1-2 inch or more for clearance on one side, and *space for the Hanger* on the other, according to size, as follows: For doors not over 3 feet 6 inches wide, 1 inch; for doors exceeding 3 feet 6 inches, add 1-8 inch for each 6 inches additional width. The Hanger stands perpendicular behind jamb-casing when door is closed, thus requiring room as specified above.

2.—Depth of Pocket: Pockets for doors not more than 3 feet 6 inches wide, must be 3 inches deeper than movement of door, and for doors not exceeding 5 feet in width, 3 1-4 inches; doors over 5 feet in width, 4 1-2 inches. This room is required for guide and bottom angle-iron on back edge of door.

3.—Groove for Dowels: Make the groove for dowels in top of door smooth, and at least 5-8 inch deep and 1-2 inch wide, put it up *level*, and jamb-studs *plumb*.

4.—Have a firm stop (half-way up) for the door to strike when open. If above points are attended too doors can be easily hung after the walls have been plastered.

TESTIMONIALS.

THE PRESCOTT MFG. CO.:

LANCASTER, PA., May 23, 1883.

Gentlemen—Having used your Patent Sliding Door Hangers, I find they give *entire satisfaction*, and can heartily recommend them to all builders as being the best hanger I ever used.

Yours, &c., R. M. MORROW, Builder.

PHILADELPHIA, June 9, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—I have now in use fifteen pairs of your Patent Sliding Door Hangers, and, after a thorough trial, do not hesitate to say *they are the best thing of the kind I have ever seen.* I shall want more of them shortly.

Respectfully yours,

CHAS. BLANCHARD, Lumber Dealer, 20th st. and Greenwood ave.

HARRISBURG, PA., June 1, 1883.

THE PRESCOTT MFG. CO.:

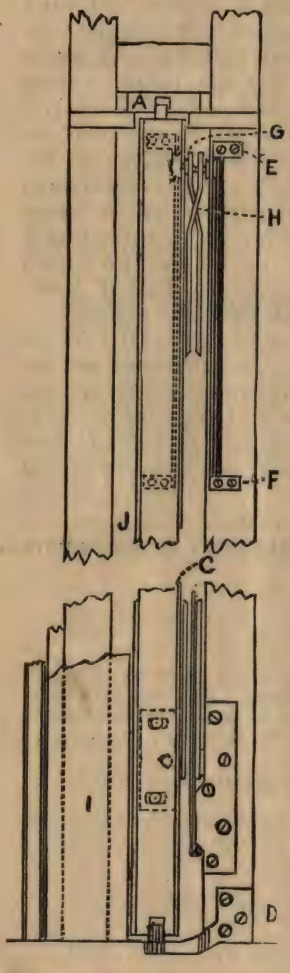
Gentlemen—Thinking it no more than a duty, it affords me pleasure to give you my testimonial in reference to the Prescott Door Hangers, which I have purchased of you the last two years. It is the *unanimous judgment* of all who have seen them operate that they are *superior* to anything in the market for the purpose. They give *universal satisfaction* wherever I have used them. Their simple adjustment, their free, easy and noiseless movement, and *perfect durability, are merits unsurpassed.*

Respectfully yours, L. F. KAST.

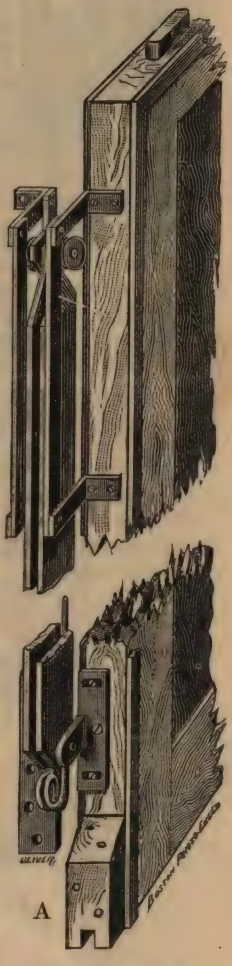
SIZE OF DOOR.

Fit the door or doors to doorway, allowing 3-8 inch overhead for clearance and rise when opening, and 1-8 inch below, *more than total thickness of carpet and lining*. Make door or doors wide enough so that when closed it will lap on the stud to which the Hanger is attached at least 1-4 inch.

[Fig. 2.]



[Fig. 3.]



Put the dowels in top of door firmly, allowing them to project not more than depth of groove, (see Figs. 2 and 3). Secure a piece 7-8 inch thick and 5 inches long to back edge of door at bottom (see A, Fig. 3), and cut a smooth groove in lower edge 5-8 inch deep and 1-16 inch wider than thickness of stay. The top of door is guided by two flat dowels (see Figs. 2 and 3), one near each corner. The bottom is guided by the stay D, secured to stud, as shown in Figure 2.

TO APPLY THE HANGER.

Always have the string around the bend (see H, Fig. 2) and *sheaves up*. Examine Figure 2, which is a plan of studs and rear of door, showing the position of the angle-irons that connect the Hanger to stud and to back edge of door. Cut a mortise at top of stud, so that the sheave will work freely, the top of angle-iron being 1-4 inch above sheave; set the lower angle-iron flush with *inside* of stud. Next place door as it should be when closed, allowing room for carpet, as above, and mark on back of door where lower angle-iron comes. Remove the Hanger from stud and secure it to door (see Fig. 3), so it will not rub chafing-bead. Then set up door and Hanger and connect to stud as before, using 2 1-2 or 3 inch No. 14 screws.

TO PLUMB THE DOOR.

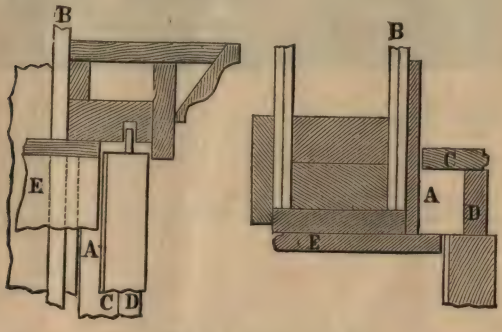
First close it, and if wrong correct it by furring out or sinking in angle-iron E, Fig. 2. *After* this open the door and do the same, if necessary, with angle-iron F, same Fig. Angle-iron E controls top of door when *closed* and F when *open*.

Always have the top one right first. Secure the stay D so that the door will move freely. If the door is too low raise the lower angle-iron on stud; should centre of Hanger rub the door, remove it and bend it slightly the other way. The sheave at top of Hanger, connected to the stud, bears upon one of the perpendicular guides before the door is half open, and changes its bearings afterward. It is important that this sheave while bearing upon one bar should not rub the other. If it rubs hard the angle-irons are improperly connected with the stud; if but slightly, insert a chisel between the bars and bend them so that one bar will be in centre of groove of sheave while bearing on the other. Oil the bearings of Hanger. Always have a stop overhead between two doors. If warped so they do not meet right, move the lower part of one or both by the stay D. *Always secure the jamb-casings with screws.*

When floor in pocket or groove in header is out of plumb, sink in or furr out *bottom* angle-iron on *stud*, as occasion may require. The angle-iron on stud controls rise of door in opening, and by inclining Hanger door can be raised or lowered.

TO HANG DOORS ON ONE SIDE OF PARTITION.

[Fig. 4.] [Fig. 5.]



To hang doors on one side of a partition: Fig. 4 shows in cross-section the top of a door and good way to make cap for same. Fig. 5 shows the plan of same. The door is hung and guided in same manner as doors between partitions. The Hanger is concealed from view by a shield secured to back of door,—see C, D, Fig. 5,—and the jamb-casing E, the Hanger occupying space A.

THE BRACE HANGER FOR ELEVATOR DOORS.

Fig. 1.

FIGURE ONE REPRESENTS THE CAR AT LANDING, WITH SLIDING DOOR OPEN, FOR USE OF PASSENGERS.

The above cut represents the Brace Hanger as applied to Elevator Doors, either Passenger or Freight.

TESTIMONIAL.

440 WASHINGTON ST., BOSTON, Feb. 12, 1881.

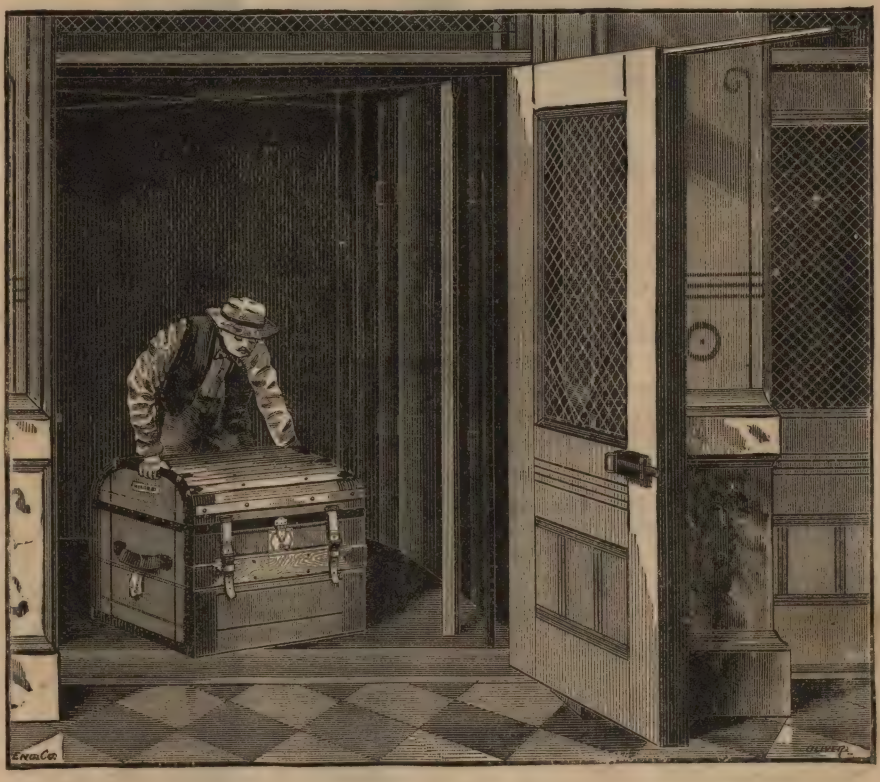
PRESCOTT MFG. Co., 41 North St., Boston:

Gentlemen—Having experimented at various times, and employed every means to keep our elevator doors from catching or running off, but without success, we at last applied your patent attachment, which, we are pleased to say, does the work to our entire satisfaction. The doors run smoothly without catching, and do not slip off. We find the attachment correct, useful and safe.

Yours very truly, A. SHUMAN & Co.

Figure 2 represents the car at landing, loaded with freight, and both doors open.

Fig. 2.



The hangers are applied in same manner as for doors to run into a pocket. They have been in daily use in the largest retail dry goods houses for the past two years, and meet with unqualified praise. They can be applied at less cost than sheaves and track, are noiseless in movement, and not liable to get out of repair.

TESTIMONIAL.

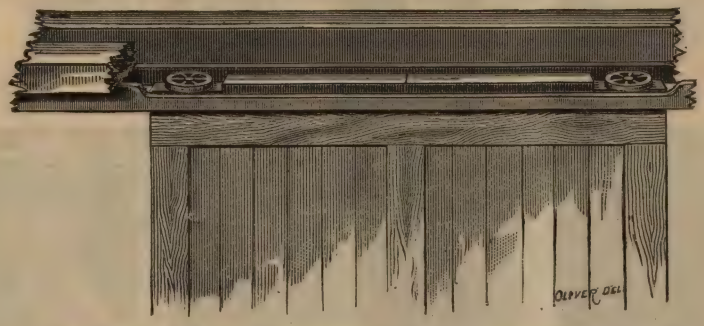
BOSTON, February 27, 1883.

JEREMIAH PRESCOTT, ESQ., of Prescott Mfg. Co.:

Dear Sir—I have now in use the Patent Hangers for sliding doors, manufactured by your company, on the sliding doors connected with the elevator in my building, 192, 194 and 196 Washington Street, and I find them excellent in every respect, the doors being moved thereby easily, quickly and evenly, without jarring. They are far superior to any other invention for operating such doors, that I am acquainted with.

Respectfully, FRANCIS B. HAYES.

FRICTION ROLLS.



CUT SHOWING FRICTION ROLLS ON DOORS HUNG ON BATTERED WALLS.

These rollers are applied to the top and bottom of heavy doors, and are made to overhang each side with at least one-eighth inch play in groove. They can be applied to any sliding doors, and are especially adapted to heavy doors hung with sheaves, or the "Truss Hanger," greatly reducing the friction and changing it from a sliding to a rolling movement, a saving especially important on battered walls.

The cost is very slight and is saved many times over in wear and tear of doors, and time and labor used in opening.

Prescott's Patent Door Hangers are now in use by the principal steam and horse railroad companies in Boston, and by many other railroad corporations in various parts of the country; also, among others, by the following-named corporations and individuals:—

Whittier Machine Co.....Boston.
The Dover Stamping Co..... "
Jordan, Marsh & Co..... "
J. F. Paul & Co....Albany street, "
B. D. Whitcomb & Co., builders.. "
Cressy & Noyes, builders..... "
Aug. Richardson..... "
Mead, Mason & Co..... "
Kidder, Peabody & Co..... "
Lee, Higginson & Co ..... "
Atlas Steamship Co.....New York City.
Inman Steamship Co..... " "
Brunswick Hotel..... " "
New York, Ontario & Western R.R., ...Weehawken, N. J.
G. W. Burditt.....Holyoke, Mass.
I. P. Burt, architect....Fall River, "
Turner's Falls Paper Co., Turner's Falls.. ..... "
Montague Paper Co. Turner's Falls, "
H. O. Houghton & Co., Riverside Press.....Cambridge, "
Leander Greely.....Cambridge, "
Abbott & Jenkins.....Andover, "
Berkshire Woolen Co., Great Barrington..... "
Jacob Rogers (Oak Hill Farm), Peabody..... "
Williams Manufacturing Co., Northampton..... "
City Stables.....Fall River, "
Lawrence Farm.....Groton, "
R. M. Pulsifer.....Auburndale, Mass.
Warren Cotton Mills..W. Warren, "
Pacific Mills.....Lawrence, "
Hoosac Tunnel Dock and Elevator Co .....Charlestown, "
John Bracewell.....Dover, N. H.
New London Scythe Co., New London..... "
Monadnock Mills, Claremont..... "
Masconomo Edge Tool Co., Lebanon..... "
Amoskeag Manuf. Co., Manchester, "
Forest Paper Co.....Yarmouth, Maine.
W. L. Longley, Cumberland Mills, "
Androscoggin Pulp Co,, Brunswick ..... "
City Fire Department, Engine Houses.....Lewiston, "
Meriden Silver Plate Co., W. Meriden .....Conn.
National Rubber Co.....Bristol, R. I.
Fall Mountain Paper Co., Bellows Falls.....Vt.
B. F. Troxell & Co.....Omaha, Neb.
D. D. Jones.....Ogden, Utah.
San Francisco Sugar Refinery, San Francisco .....Cal.
Nevada Dock and Warehouse Co., ...San Francisco. Cal.
Corbett & Failing.....Portland, Oregon.
Rufus B. Kellogg, Esq., Green Bay, Wis.
Corrivean Silk Mills Co...Montreal, Can.

OPINIONS OF EXPERTS.

ALL ARCHITECTS.

BOSTON, Sept. 12, 1881.

Having tested Prescott's Patent Sliding Door Hangers to our entire satisfaction we cheerfully recommend them for use in the various adaptations for parlors, warehouses, stables, etc., as very much superior in operation to any other device for the purpose we have ever known:—

Nathaniel J. Bradlee,
Cabot & Chandler,
W. G. Preston,
Van Brunt & Howe,
F. M. Clark,
Rotch & Tilden,
Lord & Fuller,
Allen & Kenway,
Sturgis & Brigham,
Wait & Cutter,
J. Williams Beal,
George D. Rand,
Daniel Appleton,
Luther Briggs (of L. Briggs & Co.,
Arthur Hooper Dodd,
Alden Frink,
O. F. Smith,
L. Weissbeim,
Joseph R. Richards,
William P. Richards,
W. Whitney Lewis,
Jno. Pickering Putnam,
Snell & Gregerson,
George A. Avery,
Samuel D. Kelley,
Gridley J. F. Bryant,
Charles Edward Parker,
P. W. Ford,
N. T. Bartlett,
E. A. P. Newcomb,
W. B. O. Peabody,
S. S. Woodcock.

TESTIMONIALS.

AN ITEM WORTH SAVING.

READ WHAT A PROMINENT ARCHITECT SAYS:

SYRACUSE, N. Y., March 16, 1882.

THE PRESCOTT MFG. CO.:

Gentlemen—Your favor of the 14th inst., with circular, etc., is at hand. Since its receipt we have specified the Prescott Hangers to be used in the American Express Company's stable. . . . As the Warner Hanger is made here it has always held the trade, but in the stables referred to, by using your Hangers and supporting from the sides instead of top of doors, we can save 7500 brick, which is an item worth looking after.

Yours very respectfully,
FRANK J. GOODAVENT,
Of White & Goodavent, Architects.

COATESVILLE, PA., May 29, 1883.

THE PRESCOTT MFG. CO.:

Gents—I have had three of Prescott's Patent Door Hangers; they work admirably, and I can see nothing about them to get out of order. The carpenter who put them in says their only fault, if it be one, is *they work too easy.*

Very respectfully, A. GIBBONS.

BERKELEY SCHOOL, NO. 252 MADISON AVENUE,
NEW YORK, March 17, 1883.

PRESCOTT MFG. CO.:

Gentlemen—I cannot speak too highly of your Hangers which I put into some Queen Anne cottages I built at Everett, Mass., last summer. Moving as they do with such perfect smoothness, and never getting out of order under the most incessant use, I do not hesitate to say that I shall put them into every house, large or small, which I shall build. If a reference to me can do you any good, especially in New York, Cleveland or Boston, where I have lived, you are at perfect liberty to use my name.

Very truly yours, JOHN S. WHITE,
Head Master Berkeley School.

THE PRESCOTT MFG. CO.:

PHILADELPHIA, May 31, 1883.

Gentlemen—The great economy of room incident to sliding doors is now made possible without detriment. The desideratum desirable—ease and accuracy of movement—having been attained in your "Hangers," I have specified them in private and manufacturing establishments *with very great acceptability* to my clients, which, for me, is sufficient endorsement.

Very truly yours,
DAVID EVANS, Civil Engineer and Architect.

BOSTON, March 2, 1883.

PRESCOTT MFG. CO.:

Gentlemen—In answer to your inquiry regarding your Door Hangers I would say that, in my judgment, there has existed no more fruitful cause for the wear and tear of patience and of constant excitement to irritation of both body and mind than the old method of hanging heavy doors. The pushing and shoving and twisting that I have expended upon stable doors during my life has made me say many words for which I trust I may be forgiven. Your delightful and useful invention has changed all this, and I now find it a pleasure to go to my stable and push the door back and forth. We have, as you know, adapted them to *all* the recent buildings of our company, and find nothing but *perfect satisfaction* with them. The doors can be opened with the nose if the hands are engaged. We shall require an additional supply this season. Faithfully yours, C. A. RICHARDS,
President Metropolitan Railroad Co.

PHILADELPHIA, June 11, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—Having used Prescott's Sliding Door Hangers in a number of buildings erected under my superintendence, I find them *much superior* to any other hangings, and recommend them *in all* cases where sliding doors are used.

Yours, &c., W. S. ANDREWS, Architect.

MAPLECOFT STOCK FARM,
FORESTVILLE, CONN., March 3, 1883.

PRESCOTT MFG. CO.:

Dear Sirs—I first saw the Hangers made by you in the summer of 1880. Their value so impressed me that I used them on a large stock barn I built that summer. I was so well pleased with them that I at once took off the best rollers that I had ever seen from six doors at my horse barn. I have since used them upon every sliding door I have put in, until now I have in use some *twenty-five*. All give *perfect satisfaction*. Many hundreds have, during the two-and-a-half years, visited my place to inspect my Jersey cattle and learn the result of my experience with ensilage. And your Hangers have fairly divided the attention of visitors, meeting with unqualified approval, and resulting in their being adopted by scores in widely separated sections. My morning nap was formerly regularly disturbed by my stable boys opening the doors when hung with rollers, but since I adopted your Hangers I have slept undisturbed. While the cost seems more than of rollers, my carpenter tells me that the labor of putting them on is less, and, in his opinion, *they are cheaper than good rollers*. You can refer any inquirers to me, with the assurance that I shall commend them in strong language. Faithfully yours, W. R. HURD.

W. S. G. BAKER, President. J. M. LAWFORD, Secretary and Treasurer.

OFFICE OF THE BALTIMORE CAR WHEEL CO.,
BALTIMORE, March 6, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—In reply to yours of 3d instant I beg to say that we have your Patent Hanger on all the sliding doors in our foundry, machine shop and stable. We are very well pleased with them and prefer them to anything else that we have seen for this purpose. Yours truly, J. M. LAWFORD,
Secretary and Treasurer.

PHILADELPHIA, June 1, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—I cannot speak too highly of your Door Hangers. I have used them in several dwellings and stables in this vicinity and they have given *perfect satisfaction*. I intend using them wherever sliding doors are to be used.

Respectfully, WM. C. MACKIE.

OLD COLONY R. R., SUPERINTENDENT'S OFFICE,
BOSTON, MASS., Dec. 11, 1880.

J. PRESCOTT, ESQ.:

Dear Sir—In reply to your inquiry of this date for our opinion of the merits of the Patent Truss Hangers for Sliding Doors:—We have thirty-five of these Hangers on the new freight house at Fall River, and intend to have them put on another freight house now building at Brockton. We are very much pleased with their working, and think they possess all the advantages which you claim for them.

Yours truly, J. R. KENDRICK, Supt.

PHILADELPHIA, June 4, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—I can recommend your Hangers as being far superior to anything I have ever seen or used in thirty years' experience in the building business. *They do their work perfectly*, which no other hanger has ever done, and I do not consider the extra cost of your hangers as anything, compared with the difference of having a door that you can slide with one finger, and one that would often take your entire strength to move it, and probably off the track. Yours respectfully,

T. H. DOAN, Contractor and Builder.

NO. 143 MAGAZINE STREET,
CAMBRIDGEPORT, MASS., Feb. 18, 1881.

THE PRESCOTT MFG. CO.:

Gentlemen—I have your Hangers on two of my large stable doors. They work perfectly and are a source of constant satisfaction. JOHN N. MERIAM,
With J. P. Squire & Co.

NO. 230 BEACON STREET, BOSTON, Feb. 21, 1881.

I have three or four doors arranged in my stable with the method of the Prescott Manufacturing Co. It is simple in construction, effective and easy for service, and most satisfactory. C. A. WHITTIER.

BALTIMORE, MD., June 14, 1883.

THE PRESCOTT MFG. CO.:

Gentlemen—I beg leave to say in regard to the Prescott Door Hangers that in April last I used one set of them in re-hanging a pair of wide and heavy walnut sliding doors in the dwelling of W. B. McAtee, St. Paul street, and they meet my expectations *fully in every respect*, and I have arranged to use ten or twelve sets of them in five prominent dwellings and business houses now in course of erection, under my supervision. I am quite sure that they are the best door hanger that has ever been presented to the trade up to the present time. Very respectfully,

Room 16, Chamber of Commerce Building. JOHN E. MARSHALL, Builder.

BOSTON & MAINE RAILROAD, GENERAL FREIGHT OFFICE,
BOSTON, MASS., Feb. 14, 1881.

EDWIN PRESCOTT, Esq., Boston, Mass.:

Dear Sir—The Prescott Door Hanger which you put upon my stable doors some weeks since gives entire satisfaction. It is the best door hanger that I have ever seen or heard of. It surpasses by far any truck or roll usually used. I would say that those that you put on—some fifty-five large doors of our freight houses in Boston—give perfect satisfaction. Respectfully,

W. J. C. KENNEY, General Freight Agent.

R. G. PENTECOST, Architect,
Room 45, 177 La Salle St., CHICAGO, Ill., Aug. 13, 1887.

Messrs. MATHIAS & KNAPP, Agents Prescott Mfg. Co.:

Gentlemen—In reply to your inquiry for my opinion respecting the Prescott Door Hanger, I beg to say that having used most of the hangers in the market, I consider yours to supersede them all, in confirmation of which I have introduced some one hundred sets into buildings which I have erected, as well as into my own residence which I have lately built, and am perfectly satisfied with its results.

You are at liberty to make whatever use you may wish of this opinion, as well as refer any one to me on the subject.

Yours very truly,

R. G. PENTECOST.

CHICAGO, Ill., Aug. 11, 1887.

MATHIAS & KNAPP, Agents Prescott Sliding Door Hangers:

Gentlemen—I scarcely know what to say in favor of the Prescott Door Hanger, that has not already been said. But I will say that I have used them in some two or three buildings that I have built, and as far as I know, they are satisfactory. I think so well of them that I specify them altogether and no other.

Yours very respectfully,

EDWARD E. SNYDER, *Architect*,
79 Dearborn St., Chicago.

OFFICE OF PATTON & FISHER, Architects, 115 MONROE ST.
CHICAGO, Aug. 26, 1887.

PRESCOTT MFG. CO.:

Gentlemen — We have recently used forty-five sets of your Hangers in the flats built by Mr. P. D. Armour of this city, and up to the present time we have had no trouble with them. We have experienced great trouble with all the other Hangers we have used; not so much from the faulty construction of the Hangers, as from the imperfect setting of the double, overhead track. We have found it difficult to get the tracks built straight, or to keep them so afterwards; and impossible to repair the tracks without tearing off the plastering. With your Hangers we shall be spared this annoyance, at least, as there is no track.

Yours truly,

(Signed) PATTON & FISHER.

WISCONSIN MARINE & FIRE INS. CO. BANK.
MILWAUKEE, Aug. 26, 1887.

Messrs. MATHIAS & KNAPP, 312 Dearborn St., CHICAGO, Ill.:

Gentlemen — The Prescott Door Hanger, which you put on to the large doors on my stables, both in the city and at Brackenbrace farm, gives excellent satisfaction. The large doors can be moved easily with one hand.

Yours truly,

(Signed) JOHN JOHNSTON, *Cashier.*

SOUTH PARK COMMISSIONERS, GENERAL SUPERINTENDENT'S OFFICE.
Grand Boulevard and 51st St., Chicago, Ill., Oct. 11, 1886.

THE PRESCOTT MFG. CO., Charles H. Knapp, Agent, 204 Dearborn St., CHICAGO, Ill.:

Gentlemen — Your Hangers have been in use since 1880, on the doors of the South Park Stables, some of which are extraordinarily heavy and large. They have given the most perfect satisfaction, and I am pleased to have an opportunity to recommend them unreservedly.

Very respectfully,

M. W. WHITE, *General Superintendent.*

W. H. WARREN, Contractor and Builder,
249 & 251 Wells St., CHICAGO, Ill., Nov. 8, 1886.

PRESCOTT MANUFACTURING CO.:

Gentlemen — I have used your Patent Sliding Door Hangers for both House Doors and Stables, and think they are superior to any other sliding door hanger in the market. I am putting them in wherever I have an opportunity, and cheerfully recommend them.

Yours respectfully,

W. H. WARREN.

SHADBOLT, BOYD & CO.
129 & 131 W. Water St., MILWAUKEE, Wis., July 29, 1887.

Messrs. MATHIAS & KNAPP, 312 Dearborn Street, CHICAGO:

Gentlemen — The Prescott Door Hangers give perfect satisfaction. I would not have any other as a gift.

Yours respectfully,

HENRY B. HUNTER.

D. S. PENTECOST, Architect,
112 West Washington St., CHICAGO, Ill., Aug. 11, 1887.

THE PRESCOTT MANUFACTURING CO.:

Gentlemen — Since your Hangers were brought to my notice, I have used no others, having found "The Prescott," to be *superior* to any in the market, and have great pleasure in recommending them to any one requiring a perfect, and at the same time very simple Hanger.

Respectfully,

D. S. PENTECOST, *Architect.*

O. L. WHEELOCK, Architect.
Maller Building, Rooms 26 & 27, 226 La Salle St., CHICAGO, Ill., Aug. 18, 1887.

The PRESCOTT MANUFACTURING CO.:

Gentlemen — As an architect of forty years standing, I have had much to do with sliding doors and know something about the annoyance in moving them after a building has stood for, say one year, and the great trouble to adjust them after the least settlement. This great annoyance applies to all, so far as I am able to judge, except yours; in yours the door slides entirely independent of the floor or lintel over them. Can see no reason why they should not work perfectly without getting out of order, for any length of time. The principle of the hanger, it seems to me is correct.

Yours truly,

O. L. WHEELOCK.

I. L. ELMWOOD & CO., Manufacturers of Steel Barb Fence Wire.
DE KALB, Ill., Aug. 12, 1887.

Messrs. MATHIAS & KNAPP, 312 Dearborn St., CHICAGO, Ill.:

Dear Sirs — Answering your favor of the 27th ultimo, I trust you will pardon the delay in my writing you, owing to my absence from home. I don't know how I can more strongly testify in regard to the Prescott Patent Door Hanger than to state the fact, that after trying different kinds of door hangers I recently substituted the Prescott Patent Door Hanger for all sliding doors in my house; in addition to the above I took all the hangers off four barns and replaced them with the Prescott Hangers; also in our new barn which we are now using, we have about 180 sets of your Door Hangers, all giving perfect satisfaction. I sincerely believe there is no door hanger made or on the market that can equal or approximate the Prescott Patent Hanger in giving satisfaction for either house or barn use.

Very truly yours,

I. L. ELMWOOD.

M. L. BEERS, Architect,
Room 603, 218 La Salle St., CHICAGO, Ill., Aug. 13, 1887.

MATHIAS & KNAPP:

Gentlemen — In reply to your letter regarding the Prescott Door Hanger, will say that I am so highly pleased with them that I specify them for all double doors in my residence work. They have given me universal satisfaction.

Respectfully, M. L. BEERS.

The Prescott Door Hanger has received the *highest premium awarded* at every Exhibition where it has been exhibited, among them the following:—

NEW ENGLAND AGRICULTURAL SOCIETY, 1880 AND 1881;
NEW YORK STATE AGRICULTURAL SOCIETY, 1880;
CONNECTICUT STATE AGRICULTURAL SOCIETY, 1880;
CINCINNATI INDUSTRIAL EXHIBITION, 1880;
AMERICAN INSTITUTE, 1880;
INTERNATIONAL COTTON EXPOSITION OF 1881;
MASSACHUSETTS CHARITABLE MECHANIC ASSOCIATION OF 1878 AND 1881.

It is peculiarly adapted for Passenger Elevator Doors, and is in daily use in the following buildings in Boston:—

R. H. WHITE & CO., THE MASON BUILDING,
JORDAN, MARSH & CO., THE ROGERS BUILDING,
A. SHRMAN & CO., THE HAYES BUILDING,
BOSTON POST OFFICE. ADAMS HOUSE,
MASS. HOSPITAL LIFE INS. CO. BUILDING.

WHOLESALE AGENTS.

LEWISTON, ME.—H. Ricker & Son.
AUGUSTA, " S. S. Brooks & Co.
BANGOR, " Rice, Skinner & Co.
PORTLAND, " King & Dexter.
" " Emery, Waterhouse & Co.
" " Smith, Tibbetts & Co.
CONCORD, N. H.—Humphrey, Dodge & Smith.
" " Willis D. Thompson.
MANCHESTER, N. H.—John B. Varick & Co.
" " Daniels Hardware Co.
" " Wm. C. Rogers.
" " Killey, Wadleigh & Moore.
NASHUA, " Barr & Co.
DOVER, " J. H. Seavey.
GREAT FALLS, " J. Augustus Seavey.
" " John E. Frost.
" " E. A. Tibbetts & Son.
PORTSMOUTH, " Pryor & Matthews.
BRATTLEBORO, VT.—C. F. Thompson & Co.
BURLINGTON, " Ripley & Holton.
" " A. B. Fisher & Co.
BELLOWS FALLS, VT.—L. G. & C. E. Howard.
BOSTON, MASS.—Bigelow & Dowse.
" " Burditt & Williams.
" " Henry Brooks & Co.
" " C. E. Chamberlin.
" " B. Callender & Co.
" " Chase, Stearns & Co.
" " Dana Hardware Co.
" " Dodge, Haley & Co.
" " Frye, Phipps & Co.
" " Gardner & Chandler.
" " A. D. Gill.
" " Geo. F. Hoyt.
" " Nashua Lock Co.
" " Nichols, Bellamy & Co.
" " J. W. Vinal & Co.
" " M. C. Warren & Co.
" " A. J. Wilkinson & Co.
" " Oliver Whyte & Co.
LOWELL, " Horace B. Shattuck.
" " Frederick Taylor & Co.
" " Bartlett & Dow.
" " Chas. E. Adams.
LAWRENCE, MASS.—Boynton & Co.
" " Sanborn & Robinson.
" " Austin & Waller.
WORCESTER, " Mason & Brooks.
" " Duncan, Goodell & Co.
" " White, Conant & Co.
FALL RIVER, " Covel & Osborn.
" " J. O. Neil.
FITCHBURG, " Isaac C. Wright & Co.
NEW BEDFORD, MASS—Sullings, Kingman & Co.
PITTSFIELD, " Pierson & Son.
SPRINGFIELD, " Geo. A. Graves.
" " Homer, Foot & Co.
PROVIDENCE, R. I.—Belcher & Loomis.
" " W. A. Chapman & Co.
" " W. E. Barrett & Co.
" " Wm. Congdon & Son.
" " E. T. George & Co.
" " C. H. George & Co.
" " Barker, Chadsey & Co.
" " Geo. E. Weaver.
" " F. E. Perkins.
PAWTUCKET, " A. F. & F. Bray.
HARTFORD, CONN.—Tracy, Turbox & Robinson.
" " J. H. & W. E. Cone.
" " Wooley, Parsons & Co.
" " Francis & Co.
" " Way & Co.
NEW HAVEN, " J. E. Bassett & Co.
" " Granville Weed.
" " W. R. Perry.
" " F. L. Leighton & Co.
NORWICH, " Preston Bros.
NEW YORK CITY, N. Y.—Butler Hardware Co. 18 Warren St.
NEW YORK CITY, N. Y.—Patterson Bros., 27 Park Row.
ALBANY, N. Y.—G. H. & A. H. Ackerman.
" " Maurice E. Ville.
" " John S. Perry.
AUBURN, " M. T. Gardiner.
BUFFALO, " Weed & Co.
" " Pratt & Co.
SYRACUSE, " Grant & Dunn.
" " Burnham, Black & Co.
COOPERSTOWN, N. Y.—H. M. Hooker & Co.
ITHACA, N. Y.—W. H. Perry.
" " Truman King & Co.
NEWARK, N. J.—J. B. Meyers.
PHILADELPHIA, PENN.—H. A. Berry & Co., 20 No. Seventh St.
PITTSBURGH, PENN.—C. W. Hodgson.
ERIE, " David K. Dean.
LEBANON " Fox & Embrich.
WASHINGTON, D. C.—F. H. Davidson & Co.
BALTIMORE, MD.—F. H. Davidson & Co., 509 W. Franklin St.
RICHMOND, VA.—F. H. Davidson & Co.
NORFOLK, VA.—E. J. Griffith & Co.
WILMINGTON, DEL.—J. V. Carlisle & Co.
DOVER, DEL.—T. K. Jones & Bro.
CHARLESTON, S. C.—Hart & Co.

MEMPHIS, TENN.—Orgill Bros. & Co.
NASHVILLE, " J. M. Hamilton & Co.
LOUISVILLE, KY.—Grosz, Jenkins & Co.
COVINGTON, " J. L. Wayne, Jr.
AUGUSTA, GA.—J. W. Thorne.
FERNANDINA, FLA.—Robert S. Schuyler.
MOBILE, ALA.—Jas. H. Hutchison.
MONTGOMERY, ALA.—Wyman & Ball.
BIRMINGHAM, " John Horsfield.
FORT WORTH, TEXAS.—Joseph H. Brown.
GALVESTON, " J. F. Smith & Bro.
LAS VEGAS, N. M.—Chas. Ilfield.
CINCINNATI, OHIO.—J. L. Wayne, Jr.
CLEVELAND, " Davis, Hunt & Co.
TOLEDO, " Shunk & Hillenkamp.
COLUMBUS, " Glock & Talmadge.
DETROIT, MICH.—Hodgson & Howard.
E. SAGINAW, " Avery & Co.
GRAND RAPIDS, MICH.—David S. Hopkins.
COUNCIL BLUFFS, IOWA.—Cole & Cole.
DUBUQUE, " M. H. Shedinga.
DES MOINES, " L. G. Comparet.
BURLINGTON, " Geo. Whipple.
CHICAGO, ILL.—Mathias & Knapp,
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